

HERE SHE IS!

A Model of Painont's Great
Invention the
EMPIRE EXPRESS AFLOAT

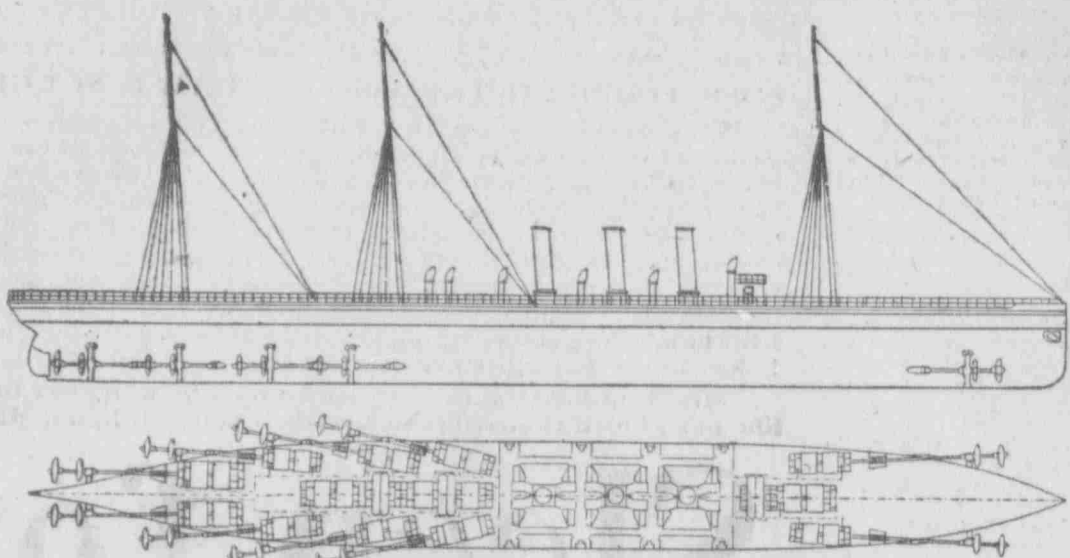
Further Information of the Inventor
and the Invention—Now Before the
Naval Committee of the House—The
Holland Company Using His Elec-
tric Motive Power and Compound
Wall, Etc.

Richard B. Painont, the inventor, is certainly a remarkable type of Johnny Bull. He is the most placid, mild mannered and good natured man who has ever been robbed, disappointed and deceived. His good nature fairly bubbles over when talking in easy, almost childish, pleasantness of this big, rich government using a portion of his great invention in the Holland submarine boats. In fact he smiles and is apparently pleased at the theft. Even of Lemly, who lost his blue prints of battleships, cruisers and destroyers he has only mild expressions of rebuke, as if it were but a venal or trifling

to Mr. Painont for damages or rather compensation for that portion of his patents in use. The Holland patent is dated 1895 and the Painont patent 1893. There is no dispute, as stated by the Holland Company as to Mr. Painont's invention or the priority of his patent.

There is another reason why Mr. Painont is not over anxious to close in on infringers. When his boat or boats are built and operated, all who use part or all of his inventions and appliances will then step up to the captain's desk and settle. Meantime he is selling stock for the craft, the illustration of which is here given. It is to be a merchant ship and stock at one hundred dollars per share is being taken in sufficient quantities to insure its completion.

The shares have been placed at \$100 to limit to a certain class the holdings and to avoid the petty annoyances which would result from a promiscuous selling of the stock at a less price per share. Mr. Painont will when he is through with the naval committee of the House, leave for his main office in New York. While here he can be seen over Gertenberg's restaurant on the avenue near 14th street, where he has opened a temporary office and has models, drawings, etc., on exhibition. This is a good opportunity for those who have money to invest in an invention which has been practically demonstrated to be a success and a revolution in motive power to call on the inventor and obtain stock and further particulars of the ship which is to travel forty knots an hour and which has been appropriately named "The Empire Express Afloat."



THE EMPIRE EXPRESS AFLOAT.

AN AWFUL LIST

Of Seismic Cataclysms Which Have
Buried Cities and Their Inhabitants
Times to the Martini-
que Horror.

Among the manifold disasters which are constantly overtaking the human family, says the Chicago Tribune, there is none so full of awe and terror as the earthquake. From the beginning of history—and long before it—the habitations of men have been leveled or buried underground by earthquake shocks and volcanic eruptions and the numbers of human beings killed in this way passes comprehension. In seventy-five years—that is, from 1783 to 1857—the kingdom of Naples lost 211,000 inhabitants by earthquakes. This is at the rate of more than 1,500 per year out of a population of 6,000,000.

The most disastrous earthquake of recent history was the great Lisbon shock on November 1, 1755. In less than eight minutes almost all the houses of Lisbon were overturned, 50,000 of the inhabitants were killed and whole streets were buried. The cities of Coimbra, Oporto, Braga and St. Ubes were destroyed. Malaga in Spain was largely reduced to ruins. One-half of Fez in Morocco was destroyed and 12,000 Arabs killed. The island of Madeira was laid waste, and the ruin extended to Mitylene in the archipelago, where half the town was laid low. The shock was felt 5,000 miles away, and even Scotland was given a slight upheaval. Following is a list of the principal earthquakes of history:

345 B. C.—Twelve cities in the Campanus buried and Duras in Greece destroyed with immense loss of life.
283 B. C.—Lysimachia and its inhabitants buried.
79 A. D.—Pompeii and Herculaneum destroyed.
106 A. D.—Four cities in Asia, two in Greece, two in Galatia destroyed.
137 A. D.—One hundred and fifty cities in Asia, Pontus and Macedonia buried.
507 A. D.—Constantinople partly destroyed—thousands perished.
742 A. D.—Five hundred cities in Asia, Syria and Palestine overturned—immense loss of life.
936 A. D.—Constantinople again destroyed. All Greece shaken.
1089 A. D.—England thoroughly shaken.
1137 A. D.—Cantania, Sicily, destroyed; 15,000 lives lost.
1158 A. D.—In Syria, 20,000 lives lost.
1268 A. D.—In Silesia, 60,000 perished.
1318 A. D.—In England—greatest known there.
1456, December 5—Forty thousand perish at Naples.
1531, February 20—Lisbon, 1,500 houses destroyed and 30,000 persons killed; several neighboring towns swallowed up in sea.
1580, April 6—St. Paul's London, partly destroyed.
1596—Japan cities destroyed and thousands perished.
1626, July 30—At Naples, thirty towns destroyed, 70,000 lives lost.
1667, April 6—At Schamaki, 80,000 die.
1693, June 7—At Jamaica, 3,000 killed.
1693, September—in Sicily, 100,000 lives lost.
1703—Jeddo, Japan, 200,000 dead.
1763—Abruzzi, Italy, 25,000 perished.
1765, May—Algiers, more than 20,000 lost.
1731, November 30—One hundred thousand people buried at Peking.
1732—Naples, 1,540 lives lost.
1746, October 28—Lima, Peru, and Callao destroyed; 18,000 persons buried.
1751, November 21—San Domingo overwhelmed. Immense loss of life.
1754, September—Cairo, loss of 40,000 lives.
1745, June 7—Kaschan, Persia, overturned, 40,000 people killed.
1755, November 1—Great Lisbon shock; 50,000 people killed at Lisbon, 12,000 Arabs in Morocco buried, 2,000 houses in the Grecian archipelago overturned.
1759, October 30—Baalbec, Syria, destroyed; 20,000 persons killed.
1773, June 7—Santiago, Guatemala, and its inhabitants swallowed up.
1783, February 4—Towns in Italy and Sicily destroyed, thousands perish.

1784, July 23—Ezington, near Breroum, destroyed; 5,000 killed.
1788, October 12—St. Lucia, near Martinique, 900 killed.
1797, February 4—Panama, 40,000 people buried suddenly.

1800-1842—Great shocks felt, with awful loss of life in Constantinople, Holland, Naples, the Azores, the Mississippi Valley, Caracas, India, Gona, Aleppo, Chile, Spain, China, Martinique, and Guadalupe.
1868, August 13—Cities in Ecuador destroyed; 25,000 killed and property loss \$300,000,000.
1883, August 13—Island of Ischia almost destroyed; 2,000 lives lost.
1883, October 20—Krakatoa eruption in Java and Sumatra; 100,000 lives lost.
1884, April 22—Earthquake throughout England.
1886, August 31—Charleston, S. C., forty-one lives lost; \$5,000,000 property destroyed.

Gassenheimer's Summer Garden.

Stage Manager Joe Daniels is back again at the Lawrence Hotel for the summer garden season and "mine host" Sam Gassenheimer is all smiles. Joe is a veteran manager and knows every soubrette (and every losing horse) from New York to San Francisco. The present season at the Lawrence, he predicts, will be the most successful in the history of its summer garden, is the talent he has booked embraces the stars of vaudeville and specialists in the vocal line. The electric fans will keep you cool these warm evenings in the Lawrence summer

"The Busy Corner." Market Space.
S. KANN, SONS & CO.

RIBBONS.

We do not altogether take the idea that women are made up of ribbon, but we do hold that soft, fluffy bows, and graceful flowing streamers of metallic taffeta and fancy ribbons have a great deal to do with their harmonious and well-dressed get up.

We have 1,000 pieces of All-silk Metallic Taffeta Ribbon, with little silk cords and fancy lace effect stripes, in such combinations as white, pink, blue, maize, lavender, and other wanted colorings, 3/4 inches wide, actually worth 19 cents, for 11 cents.

5-inch wide All silk, Soft Finish Lousine Ribbon, in the following elegant and much desired colorings: Light blue, pink, white, light violet and maize—this ribbon is most beautiful for soft, fluffy bows, sashes and other trimming—worth 25 cents a yard, for 15 cents.

Soft Finish Satin Taffeta Ribbon, in at least one dozen different beautiful colorings—these are 4 inches wide and for dress trimming and neckpieces they lead the lot—2 cent value, for 19 cents.

An exquisite assortment of pretty Moire Ribbon, 4 1/2 inches wide, so very desirable at this present time, soft, yet weighty, every color, worth 39 cents a yard, for 25 cents.

A large array of pretty Satin Taffeta and Double-face Satin Ribbon, 4 and 5 inches in width, showing the following rooster in colors: Light blue, pink, lavender, Nile green, maize, as well as white and black—these goods are worth 45 cents a yard, special at 29 cents.

Midnight Black Velvet Ribbon, satin woven back, finished with pearl edge, the very newest thing for sash ends and millinery trimming, extra wide, worth 39 cents a yard, for 25 cents.

Also 300 pieces of Baby Ribbon, in all silk, satin and gross grain, all the desirable colorings, including white and black—fifty yards to the spool, guaranteed full count, 45 cents.

Ribbon Department, Section G and H, First Floor.

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25 Bushels	Uncrushed	Delivered	\$2.00
40 "	"	"	2.90
60 "	"	"	4.10
25 "	Crushed	"	2.50
40 "	"	"	3.70
60 "	"	"	5.30

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SEE

Uncle Tom's Cabin on a Winter Night. Ice Gorge on Ohio River. Flight of Eliza across the ice pursued by Bloodhounds. Leave at New Orleans and sports of the dorkies. Plantation scene at midnight. Ponies and Donkeys in the cottonfields. Allegorical scene of Little Eva ascending to Heaven.

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"CAPITAL CITY ROUTE."

Leave Washington P. R. R. Station.
11:01 A. M. SEABOARD FAST MAIL—
DAILY. Through Pullman Sleeper to
Jacksonville, connecting at Hamlet, with
Pullman Sleeper to Atlanta.

7:00 P. M. FLA. and METROPOLITAN
DAILY. LIMITED—Through Pullman
Sleepers to Tampa and Atlanta. Cafe Dining
Car Service. Pullman Sleeper Tuesdays,
Thursdays, and Saturdays to Southern Pines
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Pines (Pinehurst), Camden, Columbia, Sa-
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Charlotte, Athens, Atlanta, New Orleans,
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Southwest.

4:30 A. M. LOCAL—To Petersburg, Raleigh,
DAILY. Southern Pines (Pinehurst),
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R. E. L. BUNCH, W. H. DOLL,
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Leave Washington, P. R. R. Station, 6th
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8:01 a. m.—Daily—All points on Norfolk
and Western; also Knoxville, Chattanooga
and Memphis.

9:30 p. m.—Daily—Roanoke, Bristol, Win-
ston-Salem, Knoxville, Chattanooga, Nash-
ville, Memphis, New Orleans. Through
Sleepers. Cafe Cars.

For Norfolk—Leave Washington 4:30 a.
m. daily, 11:01 a. m. daily, 3:12 p. m. daily.
Arrive Norfolk 11:20 a. m., 3:35 p. m., 10:40
p. m.

From B. & O. Station—3:45 p. m. daily.
Luney, Shenandoah. Trains from the South-
west arrive Pennsylvania passenger station
4:32 a. m. and 9:00 p. m.

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